



Burbank, California 91520

C. L. Johnson
Senior Advisor

1 February 1982

STAT

Subj: TRANSPORTATION OF U-2 AIRCRAFT FROM PALMDALE
TO WASHINGTON

Dear Jim:

As I mentioned to you on the phone, we have completed a study on how to fly the U-2 Aircraft from Palmdale to Washington for installation in the Smithsonian Museum.

After several check flights here, the airplane would be flown back with the J-75 engine installed. We would remove the canoe on top of the fuselage to return it to the U-2A configuration. After the flight to Washington we would propose installing a J-57 engine in the Aircraft.

You will see information presented in the attachment to this letter for the cost of trucking compared to flying the aircraft back. I believe it would be much more desirable to fly the airplane. A list is appended on the support equipment required which we would have to send to Washington by truck to get the aircraft from wherever it lands to the Smithsonian museum.

The total cost for flying the aircraft to Washington is \$121,000. We have not included our normal overhead in administrative costs in that number. I do not know how much of the \$121,000 Lockheed is prepared to contribute, but I am sure that I cannot get the total amount as I discussed with you on the phone. Schedule information is included on the attachment.

Best regards,

A handwritten signature in cursive script, appearing to read "Kelly J.", written over the typed name.

Clarence L. Johnson

SUPPORT EQUIPMENT REQUIREMENT
FOR
ASSEMBLY/DISASSEMBLY OF U-2C AIRCRAFT

GH36	Hoist Sling-Fin
GH67	Sling-Stabilizer Hoisting
GH81	Sling Assembly - Aft Fuselage
GH93	Sling Assembly - Wing Hoist
GH122	Aft Fuselage Dolly
GH126	Transportation Cart - Wings, Aft Fuselage, Tail Pipe, Stabilizer, Fin and Pogos
GH194-25	Wing Installation Cart
GH194-26	Wing Installation Cart
75GH114-1	Track Assembly - Engine Installation
75GH109-100	J75 Engine Transportation Cart Assembly
Model 4160C (or) Model 4160D	J75 Engine Installation Trailer
Model 4100	J57 Engine Installation Trailer
Model 3000	J57 Engine Transportation Trailer

TRANSPORTATION OF U-2 AIRCRAFT FROM PALMDALE TO WASHINGTON D.C.BUDGETARY COST BREAKDOWN

	<u>FLY</u>	<u>TRUCK</u>
<u>LABOR (See Page 2)</u>		
2,100 Hours	\$81,000	
1,400 Hours		\$52,000
<u>TRUCKING</u>		
One Truck	12,000	
Two Trucks		24,000
<u>AIRFARE</u>		
8 Men Round Trip	5,000	
7 Men Round Trip		4,500
<u>LODGING AND PER DIEM</u>		
139 Man Days	11,000	
49 Man Days		5,000
<u>AUTO RENTAL</u>		
2 Autos for 19 Days	1,000	
2 Autos for 7 Days		500
<u>OVERTIME PREMIUM</u>		
6 Men for 1-Saturday and 1-Sunday	-0-	1,000
TOTAL BUDGETARY COST	<u>\$110,000</u>	<u>\$87,000</u>
Additional Amount Required For J57 Engine Installation	\$ 11,000	\$11,000

SCHEDULE:

1. Fly Aircraft

Perform labor effort to prepare aircraft for flight
from Palmdale Site 2 to East Coast 2 Weeks

Receive aircraft, disassemble and load on truck,
unload and reassemble at museum. 3 Weeks

TOTAL 5 Weeks

2. Truck Aircraft

Perform labor effort to prepare aircraft for truck
shipment from Palmdale Site 2 to East Coast and
load onto truck. 2 Weeks

Truck aircraft to East Coast, unload and
reassemble aircraft at museum. 2 Weeks

TOTAL 4 Weeks

NOTE: Add an additional 3 weeks to above schedules for J57
Engine Installation.

TRANSPORTATION OF U-2 AIRCRAFT FROM PALMDALE TO WASHINGTON D.C.BUDGETARY LABOR COST BREAKDOWN

	<u>FLY</u>	<u>TRUCK</u>
<u>PALMDALE SITE 2</u>		
Strip Paint	\$ 8,000	\$ 8,000
Repaint or Acid Etch	4,000	4,000
Canoe Structure Rework	11,000	8,000
Misc. Rework, Install Engine and Flight Preparation or Load on Truck	16,000	14,000
Two Functional Check Flights	<u>8,000</u>	<u>-0-</u>
Subtotal (Site 2)	\$47,000	\$34,000
<u>EAST COAST</u>		
Receive, Disassemble and Load on Truck	\$15,000	-0-
Unload Truck and Reassemble	12,000	12,000
Travel Time	<u>7,000</u>	<u>6,000</u>
Subtotal (East Coast)	\$34,000	\$18,000
TOTAL BUDGETARY LABOR COST	<u>\$81,000</u>	<u>\$52,000</u>

Crew Required on East Coast:

1-Supervisor
 1-Electrician
 5-Mechanics
 1-P.E. Man (required only if we fly)